

BUS & COACH BUYER

9 AUGUST 1991

ISSUE 117

KÄSSBOHRER THE HEAT IS ON

Sick of gloomy forecasts? There's a way you can turn up the heat. Go get a Kässbohrer Setra - it costs less than you think. Just look at the list below...

Year Model

- 1988 Leyland Tiger 290 Jonc, TV/Video, WC, Air Con.
Seats 48 Price £80,000
- 1988 DAF 2300/Duple 340, WC, TV/Video, Radio/PA
Seats 53 Price £62,500
- 1988 Duple 425, Db/Glaz, Telma, Econocruise, WC, Kitchen
Seats 53 Price £69,000
- 1988 Bedford/Duple, Radio/PA
Seats 57 Price £50,000
- 1987 DAF/Caetano 11.6, Radio/PA
Seats 53 Price £65,000
- 1985 Neoplan/Skyliner, TV/Video, WC, Kitchen
Seats 77 Price £68,000

Setras

- 1989 S 215 HRI (Rational), WC/Kitchen, Retarder, ABS, Many extras (warranty)
Seats 49/53 Price £109,000
- 1989 S 210 H (Real), WC/Kitchen, Retarder, ABS, Many extras
Seats 28 Price £78,000
- 1988 S 215 HRI (Rational), WC/Kitchen, Retarder, ABS
Seats 49/53 Price £92,000
- 1983 S 215 HD (Optimal), WC/Kitchen, Driver's bunk
TV/Video, Retarder, Many extras (warranty)
Seats 49 Price £59,000
- 1983 S 215 H (Optimal), WC/Kitchen, TV/Video, Retarder, Many extras (warranty)
Seats 49 Price £47,500

*We have a limited number
of new vehicles in stock too!*

Please note: Year of registration does not necessarily denote year of manufacture.

Harry Kell 0932 843685
(Southern Area Manager)

Andy Timms 0625 877658
(Northern Area Manager)

0522 500115

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London Coaches Privatisation

Diaper Eurotours Sold

Volvo Ailsa Report



VOLVO 1984 (AUG) B10M PLAXTON
PARAMOUNT 3500 12M, 49 recliners beige/red
moquette, rear sunken toilet with continental
door, driver's berth, courier seat, Webasto
heating, TELMA retarder, drinks machine,
curtains, tinted double glazing, power entrance
door, wired/boxed for TV/video, silver/blue.

M.O.T. JULY 1992

VAN HOOL 1983 T815 ACRON (MAN Powered)
INTEGRAL 12M, 49 recliners red moquette,
centre sunken toilet with continental door, power
operated entrance door, wired for TV/video,
white/brown.

M.O.T. APR 1992

BOVA 1983 (AUG) EUROPA II INTEGRAL 12M,
49 str red moquette (44 recliners + 5 fixed at
rear) power entrance door, courier seat, curtains,
centre sunken toilet, continental door, TELMA,
Webasto, driver's fan, all white.

M.O.T. MAR 1992

BOVA 1983 EUROPA II INTEGRAL 12M, 53
seats (48 recliners + 5 fixed at rear), brown
moquette, courier seat, curtains, power entrance
door, Webasto heating, white/red.

M.O.T. FEB 1992

BOVA 1989 FUTURA FHD 12,290 INTEGRAL
12M, 51 str in duo red moquette, centre sunken
toilet with continental exit, Webasto pre-heater,
driver's berth, double glazing to side windows
with curtains, DE headlamps/foglamps, wired for
TV/video, all white.

M.O.T. JUNE 1992

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VOLVO 1986 (AUG) B10MT (TANDEM) VAN
HOOL ALIZEE-SH 12M, 49 recliners grey/red
moquette, rear toilet, driver's berth, courier seat,
curtains, fridge, drinks machine, wired for
TV/video, all white.

M.O.T. APR 1992

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VOLVO 1988 B10M GL PLAXTON PARAMOUNT
3500 12M, 48/50 recliners beige/brown
moquette, demountable rear toilet with
continental door, TELMA retarder, Webasto pre-
heater, courier seat, curtains, aircraft style
lockers to hattracks, double glazed tinted side
windows, power entrance door, wired for
TV/video, white/orange.

M.O.T. JAN 1992

DAF 1986 DKFL PLAXTON PARAMOUNT 3500
12M, 49/53 recliners grey/red moquette,
demountable rear sunken toilet, continental exit
door, courier seat, curtains, power entrance door,
wired for TV/video, cream/duo blue.

M.O.T. FEB 1992

VOLVO 1983 (AUG) B10M BERKHOF ESPRITE
HIGH-LINE 12M, 49/53 recliners Autumn
moquette, demountable toilet, continental door,
TELMA retarder, cream/red.

M.O.T. FEB 1992

VOLVO 1986 B10M PLAXTON PARAMOUNT
3500 12M, 49 recliners, sunken toilet o/s rear,
courier seat, curtains, fridge, water boiler, tinted
side windows, beige/blue moquette trim and
finished white + yellow/orange stripes.

M.O.T. FEB 1992

VOLVO 1985 B10M BERKHOF ESPRITE
HIGH-LINE 12M, 49 seater (44 reclining + 5
fixed at rear), beige/brown moquette, centre
sunken toilet with continental door, TELMA
retarder, Webasto pre-heater, driver's berth,
courier seat, power entrance door, all white.

M.O.T. OCT 1991

TRADE DESCRIPTIONS ACT:
In detailing these used saloon coaches we
have quoted the year of registration and not
necessarily the model or year of manufacture.
VALUE ADDED TAX:
Prices quoted are exclusive of V.A.T. and are
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1985 (B) Volvo B10MT 3 axle twin decker. Berkhof Emperor 64 Vogel recliners, radio, P/A cassette, Webasto, hot drinks unit, drivers bunk and courier seat, MoT 31/1/92



1986 (C) Scania K112TR 3 axle double deck. Berkhof Eclipse. 76 Vogel recliners, radio P/A cassette, Webasto, twin-courier seat, hot drinks unit, refrigerator, Telma, toilet. These coaches were completely retrimmed two months ago. Choice of two MoTs 10/2/92, 13/3/92



1987 (E) Volvo B10M Caetano Algarve, 49 recliners, radio P/A cassette and video, centre sunken toilet, continental door, hot drinks unit, full Sutrap air conditioning, MoT 3/6/91.



1988 (F) Volvo B10M Caetano Algarve, 49 recliners, radio P/A cassette and video, centre sunken toilet, hot drinks unit, courier seat, continental door, MoT 26/7/92



1988 (E) Volvo B10M Plaxton 3500, 53 recliners, radio, P/A cassette, continental exit, hot drinks unit, MoT 2/11/91. New MoT could be arranged



1988 (E) DAF MB230 Caetano Algarve, 49 recliners, radio, P/A cassette and video, rear sunken toilet and continental door, hot drinks unit, courier seat, continental door, MoT 4/5/92

1988 (E) DAF MB230 Caetano Algarve Superhigh, 51 recliners, radio, P/A cassette and video, centre sunken toilet, drivers bunk, hot drinks unit, courier seat, continental door, MoT 5/4/92. This coach has been completely retrimmed in the last two months. (*illustrated*)

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News

London Coaches to be privatised

London Buses has announced its decision to sell the tours and coaching subsidiary London Coaches Ltd. The company currently runs the Original London Transport Sightseeing Tour, a North Kent commuter service and a tour and charter business. Full details of the proposed sale will be announced in due course. It will be the first privatisation of an LBL subsidiary which was foreshadowed by the Government's publication of 'A Bus Strategy for London' in March 1991.

FTA to inspect tendered buses

The Tendered Bus Division of London Transport is to start using the Freight Transport Association's vehicle inspection service to monitor the condition of operators' vehicles and workshops. FTA engineers will carry out regular inspection work on all vehicles contracted to provide services within the London Transport area. The Tendered Bus Division is aiming to maintain standards of safety and reliability and will begin using the FTA's services during August.



David Quainton of Reeve Burgess photographed with Plymouth Citybus MD Brian Fisher and the 20 'J' registered Beavers.

Plymouth 'J' intake

Plymouth Citybus, engaged in the first stage of replacing 85 minibuses, has taken delivery of a batch of 20 Reeve Burgess Beavers. The order is thought to be the largest single batch of 'J' registered vehicles to enter service on 1 August.

The purchase has been made to maintain the growth in ridership that Citybus are currently claiming - against the national trend. Extensive trials and passenger reaction assisted in making the decision to acquire the Beavers. They are based on Mercedes-Benz 709D chassis and feature an extended rear overhang for more saloon space. Although these models can accept 29 seats only 24 were specified to allow for a large

luggage pen, another facility requested by the public survey.

Other features include high visibility handrails, Transmatic cove lighting, Purmo heating and Tarabus flooring. Many of the existing fleet of Reeve Burgess bodied Dodges are now five years old and have covered in excess of 350,000 Km.

Glazier retires

Selkent's commercial director, Ken Glazier, has opted to take early retirement from 6 September 1991. He will have been with London Transport for forty years and now intends to devote more time to travelling and writing. He is a noted historian and author on London's road transport services.

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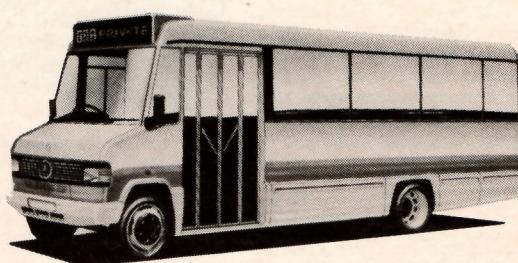
Finance

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★ Contact Andy Greenway for full details and this week's stock list ★

021-454-4808



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News



Selkent's City Pacer OV2 which has been presented to the London Transport Museum. Also in the photo are Bryan Constable (Selkent) and Messrs Hendy and Muir from Centrestream who were part of the original operation.

Museum gets early Pacer

Selkent are marking the fifth anniversary of their Roundabout operation by presenting one of the initial batch of five MAN LT55 Optare City Pacers to the London Transport Museum. The original service was started with the City Pacers which have since been withdrawn and 24 Ivecos which continue in service.

The vehicle (OV2) was presented to museum staff at Selkent's Plumstead Garage

open day on 20 July. The following day it was on display at London Buses Driver of the Year contest which was held at Battersea Park.

(Editor's comment: I'm all for preserving significant vehicles, but how can giving away a useful vehicle be a commercially sensible decision when London Bus Sales have recently offered a similar vehicle for sale at £10,500?)



Islwyn buy Paul Diaper Eurotours

Paul Diaper Eurotours, based at Newport in Gwent has been sold to Islwyn Borough Transport and will in future trade as part of that operator's Kingfisher Travel operation. The purchase includes Diaper's two vehicles, a Mercedes Benz 0303 and a Caetano Algarve bodied Bedford YNV, both of which were bought new by the company. Diaper's Newport travel office and staff are being retained, though the vehicles will now be garaged at Islwyn's Blackwood premises rather than at

Newport Transport's depot as was previously the case.

The acquisition brings the size of the Kingfisher fleet up to seven coaches, the existing five being of DAF and Leyland manufacture. Kingfisher Travel is currently promoting an autumn and winter British and Continental tour programme and plans for next summer include a 60 departure programme of short breaks, UK and Continental holidays. Paul Diaper also reports growing interest in show and pop concert work.

Crystals break-in

Theives broke into the premises of Crystals Conversions during the early hours of Saturday 3 August. The intruders loaded a partly built DAF van with the factory's tools, compressors, saws and 24 radio cassette units.

The break-in was discovered by sales executive Tony Walton on his arrival at work that morning. Frantic weekend activity managed to locate their regular tool supplier and new tools to the value of £10,000 were delivered by 7 am Monday morning for the staff to resume normal working. The stolen van was later found empty and abandoned in Wakefield. If anyone is offered tools or radio cassette units that may have belonged to Crystals, they are urged to contact Chris Springham at the Dartford office, telephone 0332-228538, to try and put an end to a recent spate of break-ins in the Doncaster area.

Metrobus gets route 146

Orpington based Metrobus is to begin operating the 146 Bromley North - Downe bus service from 10 August 1991. Dennis Darts will be used and there will be schedule changes although the level of service will remain unaltered. Route 146 is currently operated by Crystals and was one of the earliest London services to be operated on a tendered basis by an independent operator.

Other changes from 10 August include simplified structures to routes 116 and 117 which will be operated by Telings Golden Miller as TGM Buses taking over from Westlink. Westlink are registering route 417, a new commercial service, not an LT route, to maintain a link between Feltham and Ashford hospital. Route 203 and new route 201 are to be operated by London Buslines.

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AILSA B55

Volvo's Irvine built alternative to the Atlantean & Fleetline

Back in the mid 1970s Bus Grants and protected networks made buying double deckers a relatively inexpensive venture a company could undertake with some certainty of a return on the investment. Chassis were in such short supply that waiting lists were long and the choice of products available was limited. Against this background, Volvo, which had been selling its B58 coach chassis in the UK for a couple of years, decided to introduce a double deck chassis built at its Irvine factory in Scotland.

Appropriately the Ailsa was unveiled at the 1973 Scottish Motor Show and much was made of the fact that virtually everything except the six cylinder turbocharged Volvo TD70E engine was made in Britain. What was unusual about the layout of the vehicle was where the engine was positioned, at the front. In the 1960s Guy's efforts with the front engined front entrance Wulfrunian had been a disaster, partly because of the suspension system, and apart from this all the major front entrance double deck designs available incorporated a rear engine. Volvo, or to be more precise Ailsa Bus Ltd, returned to the principal and overcame the problems associated with finding space for the driver, engine and a passenger entrance at the front of the vehicle. They used the slogan, 'British concept puts the clock back and the engine forward,' arguing that the front was the tried and proven place to locate the engine. Originally advertised with the SCG G356 fully automatic gearbox as standard, by 1978 Volvo were offering the choice of Voith D851 three speed, Al-



This 1976 Ailsa MkI was one of a batch of five delivered to Maidstone and District for evaluation by the National Bus Company.

lison MT640 four speed or SCG five speed fully automatics, the latter also available in semi automatic form.

Early customers for the design, all with Alexander bodywork unless stated, were: the Scottish Bus Group which remained one of its staunchest supporters; West Midlands PTE with three prototypes followed by a production batch of 50; South Yorkshire PTE which

had 50 Van Hool McArdle dual door versions; Tayside which standardised on the type taking Mark I, II, and III versions with Alexander, East Lancs and Northern Counties bodies; Glasgow/Strathclyde with MkI and MkIII vehicles and even a single deck Marshall bodied example; and the National Bus Company which allocated five evaluation vehicles to Maidstone and



The radiator is front mounted with the Volvo TD70 engine behind it.

District. A number of other operators also tried some including Derby which took the only B55.20 low height Ailsa built. The MkI Ailsa continued in production until early 1979 when it was superseded by the Mk II, which was itself replaced by the MkIII in 1981, the final model continuing in production until 1984 when the mid engined Volvo Citybus became available.

Many early examples have been withdrawn by their original owners and offer the new generation of post deregulation bus operators a secondhand alternative to the Fleetline and Atlantean. One such operator is Brian Crowther of Morley, West Yorkshire, who has six MkI and two Mk II Ailsas in his fleet, all but two of the MkIs with 79 seat single door Alexander AV bodies.

Brian Crowther proprietor

'We didn't choose them because we were attracted to them, a friend had one for sale but I was initially reluctant to buy one because I'd heard a lot of bad things about noise. At the time we'd only operated Atlanteans apart from a couple of MCW Metropolitans and bad luck with them made us wary.'

The first we bought was a Van Hool McArdle ex South Yorkshire, Magicbus, Hampshire Bus and Aintree Coachlines that we bought as a trial to see what they were like. After running this and seeing what it was made of we decided we quite liked them.

We thought because they were Volvos they could be expensive to maintain, because of the parts prices. Some prices are over the top but you

In Service Report

One of two Ailsas with Van Hool McArdle bodies that were new to South Yorkshire PTE with dual doors.

can go elsewhere for most of the bits on the Ailsa because apart from the engine and some of the electrics, most of the parts are British. The gearbox is an SCG unit the same as a Leopard, the alternator and starter are CAV, the engine is an upright Volvo TD70E as fitted in wagons and the back axle, the worst part of the bus, is a Hamworthy.

We promptly converted the two Van Hools from fully automatic to semi automatic, a relatively easy task. The other six were already semi-automatic when we bought them. We also converted the Van Hools from dual door to single door with a large luggage pen.

Initially they weren't liked by the drivers because as the engine was at the front they were noisy and had restricted cabs. On the bonus side they were used to Atlanteans and although the Ailsas are a bit slow taking off, once they go they go like hell. Another bonus is that if you have any abusive passengers they can't get at you, though we don't have any problems because we've got good drivers.

We've one or two with particularly noisy diffs. I think the reason they're noisy is that the hub reduction gear has not been reassembled carefully enough by previous owners, the noise comes from the hub



rather than the diff itself. The Mk IIs are probably a little quieter, they have a higher driving position, a different dash, and more room in the cab.

Back brake lining life is very short but I put that down to the hilly routes. We get six to eight weeks from ordinary Mintex linings. We are now trying Mintex asbestos free and also Abex asbestos free. Its too early to tell the results.

We do get things go wrong, we've a radiator gone on one at the moment but it will be repaired by lunchtime. When we first had them they had a propensity to knock the near-side front king pin out, wear was excessive. We grease them very regularly now. The Ailsas are better on fuel economy than our Volvo Citybus which is certainly no quieter. We get six mpg from the Ailsas, four or five from the Citybus. Only three engines have gone in two and a half

years, one of them last week, but we bought one out of a Strathclyde Mk III that had been fire damaged.

My personal opinion is that they are the best deckers we've operated for reliability. Provided you maintain them and keep on top of them you get 98% availability. We've been pleased we bought them, we were always going out to the Atlanteans. One thing I like about them is that they can overtake newer Metrobuses and Atlanteans going up hills, the only things they don't overtake are the new Scania.

We use them on our main line service between Morley, Leeds Centre and Headingley. We also have a more direct Leeds - Morley peak service on which we use them and a Routemaster and at times they go on other routes as well.

I don't know how long we'll keep them, we hope to move

to Mk IIIs when they come on the market. I'm sorry they stopped making them, I think they're better than the Citybus, I don't know why they stopped making them. In theory they've got everything an engineer wants. the engine and radiator are at the front so you soon know what's going wrong, or should do.

Ian Farrar — mechanic

The only things that are wrong with them are the brake shoes and brake linings which aren't big enough. The Mk IIIs are better, they have bigger linings. We're constantly doing brake re-lines. The back axle is a bad design because it doesn't cope with the output of the engine, you get a lot of wear on the parts. It seems more complicated than it needs to be and the parts are expensive to replace.

The advantage of the front



The top deck from the rear showing the forward ascending staircase arrangement with no seats at the front off-side.



The front engine layout enables a seating capacity of 79 with 44 upstairs and 35 downstairs on the Alexander vehicles. The Van Hools seat three less downstairs.

In Service Report



The front step arrangement on the Alexander showing the engine intrusion.

engine is that you can get at it once you get the covers off, which takes five to ten minutes. The worst job is to change the compressor, you have to take the driver's seat out, but for most major work it's easy to work on. For routine servicing the engine oil is at the front, the water at the side or rear. You have to take the floor up to top up the gearbox.

With the engine at the front and the gearbox in the centre there are two long prop shafts with a centre bearing between. You get a lot of wear in the centre bearing because the shaft is so long. On the end of the shaft there's an alternator drive with a toothed belt that tends to whistle. To change the belt you have to drop the prop shaft.

A lot of parts aren't available from stock, they have to be flown in from Sweden. We're waiting for some exhaust brackets at the moment. The gears for the hub reduction also hard to get which is why we buy scrap axles for parts. The engine parts are easy enough to obtain because they are the same as the F86 truck. A replacement engine costs a maximum of £500, a £680 for an Atlantean can be £1,000.

I think the Alexander body has had a lot more thought put into it with regard to maintenance than the Van Hool. The back panels are bolted on to the rear of the Van Hool and they keep coming undone. The Alexanders last longer and are a lot better than the Van Hool.

On the Alexander you have to take the wheel off and remove the wheelarch or take off the exterior body panel between decks to get at the header panel if it leaks. The

Van Hool has the staircase further back and a big panel you can take out to get at the prop shaft and everything. Body parts we get from Barnsley because it's handy, we hold a lot of spare glass for Van Hools.

You've got to run something on your services, I think this is the best of a bad bunch. My girlfriend rides on them and she thinks they're all right.'

Richard McAllister - driver

'I've always driven Fleetlines and Olympians in previous jobs so I hadn't driven an Ailsa before I came here. A bad point for a driver is that they are noisy. They are hard for one manning because you can't hear what the passengers are saying. The diffs at the back don't half clank and bang. The Mk IIs aren't as noisy as the older ones, I presume it's wear and tear. They are noisier than Bedford coaches with the engine in the same position.'

Take off is quite slow but once the vehicle has gone a few yards it picks up. For a little engine they're a hard worker. They're very good on hills. I've had no problems with the brakes. They bounce a lot but they take a lot of punishment. When they're fully loaded it doesn't seem to worry them. The power steering is very precise, they don't wander and they hold the road very well.'

They are very hot in warm weather, there's no ventilation apart from a little window. The Van Hool is better because it has a bigger window. They're ideal in winter. Access is awkward, I'm not portly but it is difficult to get in. It's got a hinged door but a sliding one would have been better for access and ventilation, and also for getting out when you park in a confined area. A bigger window would make reversing easier too.'

There isn't a lot of room to work in the cab, there's nowhere to put your bag and altering the destination blinds is very difficult. The cab layout is basic but everything is to hand. I prefer the left hand change which the Ailsas have, the gearbox is very good. Visibility is good, on the Alexanders in particular, the Van Hools have some blind spots. In the Mk IIs the accelerator is a long way forward.'

Passengers like the room in the aisle and there's plenty of luggage room. They know we're coming before we arrive because of the whine.

I'd rather drive an Ailsa than an Atlantean, I like them. I don't think the Ailsa had the success it deserved. The main points that are important to a driver, steering, power, road-holding and ride are all good.'

The Passengers -

'It's a bit old fashioned.'
'It's all right for what it's built for, it gets you from there to there. I'm getting a bit older so I prefer downstairs, I think single deckers are better.'
'To be honest its the first time I've been on it, it's fine. It's quite comfortable and I like the way the windows

(hoppers) open, you don't get a draught.'

'It's all right, I can't grumble at all. They're no trouble at all, they seem to run on time and be more reliable than the others.'

'I'm satisfied with it, it's all right for me. The roads round here shake you to bits, not the bus.'

'It's old isn't it, as long as it gets me home it's fine.'

'It's all right as they go. I have a problem because I'm tall, I have to sit sideways, I do on a lot of buses.'

'Good, it's all right for me, better than them green 'uns.'

'I like it it's comfortable. I depend on them they're OK. You slide a bit on the leather seats. Buses are all pretty noisy, aren't they.'

'It's rickety, I don't usually use it but my car's off the road.'



Summary

Though Volvo's first foray into the double deck bus market might not have won it the number of orders the design deserved, the vehicles that were sold have worked hard and successfully. At the time of its introduction some commentators doubted the wisdom of fitting a small (6.7 litre) turbocharged engine to a city bus but their fears are not born out by Black Prince's experiences.

Available at prices between £2,000 and £5,000 with MOT depending on condition, the Ailsa Mk I and II offers an alternative to the Atlantean AN68 and Daimler Fleetline. The hybrid nature of the componentry should lead an operator to anticipate some problems locating parts, but as Brian Crowther and his team have proved, these are far from insurmountable. Like all vehicles the Ailsa has particular items that wear more

rapidly than others, its main one appears to be the brakes which were increased in size on subsequent models. As there is virtually no commonality between the Ailsa and other Volvo buses except the rare B57, there are few standardisation benefits to be gained for fleets also running modern Volvo coaches from buying the design. Different engine outputs, axle ratios and gearbox options were offered during the production run so be prepared for variations in performance between vehicles from different sources.

Brian's experiences suggest that the Alexander AV body style is the option to go for, the aluminium structure having generally stood the test of time better than the Van Hool McArdle. Though drivers do not generally like the cabs, they do like the power steering and performance. As modern in appearance as vehicles of a similar age and price, the Ailsa is worth considering for your bus service or contract requirements.

Letters

Harrington Legionnaire . . . not forgotten!!

Motts Coaches,
15 Station Road,
Stoke Manderville,
HP22 5UL

Smiths Imperial Coaches
180/182 Stratford Road,
Sparkhill,
Birmingham,
B11 1AQ

Dear Mr Jones

I read with interest your Rally report in issue 112 of the Harrington Gathering. The last sentence mentioned the lack of possibility next time of having a Legionnaire present.

We have the answer! We have owned JNK 681C a Thames Trader example since the early 70's with a gap when she languished in a scrap yard before being refurbished and sent back into service with Michaels Transport of Carshalton.

The coach now back in our old yellow and white livery is stored outside but sheeted up at our old premises. I don't believe much work would be required to get her running although the interior was customised and I feel butchered by Michaels.

We would be interested in disposing of the vehicle to an enthusiast, perhaps the Harrington register would be interested?

I look forward to hearing from you in due course.

Yours sincerely

Roger Mott
MANAGING DIRECTOR

Dear Stuart,

A short note to say how interesting the Harrington rally report was in issue No. 112.

Like yourself I have always been a fan of Harringtons, in particular the Grenadier/Cavalier designs, it is nice to learn that so many have been preserved.

In your last paragraph you mention the Legionnaire, I have photographs of two on Bedford VAL chassis. One was at "Showbus" about four or five years ago and was in immaculate condition but was being used as a mobile home — although the interior had been converted to a good standard (not a cheap DIY job!). The other VAL was operated by Bakers of Weston-super-Mare and was photographed about four years ago, I think it was originally owned by Yellowways. Perhaps Bakers still own it?

I didn't know about the Harrington Rally this year, perhaps (if the wife lets me!) I might get to the next one.

Yours faithfully

Andrew Roberts

Tel: 0302 890990
Fax: 0302 369351 (ext 246)
Telex: 547322

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Products & Services

Abacus shelters

Abacus are currently producing their 152 series modular construction bus shelters. The modular system allows them to be configured in varying lengths or layouts to suit any application and they are constructed from rolled steel sections.

Each shelter can be fully glazed with toughened glass or optional polycarbonate or Vandalite sheets. These are held in place by galvanised steel beading. Similarly, the lower glass can be omitted and replaced with kick panels for areas where vandalism is prevalent. Lighting is provided in the roof section to aid passenger safety and increase conspicuity.

Available extras include seating, fascia panels, advertising panels and timetable holders. Where fully enclosed versions are required, Abacus supply a 'rural' 152 series system. The standard finish is



One of the new Abacus 152 modular series city bus shelters.

grey with a red centre stripe but corporate colours can be supplied if required. Company logos or coats of arms can also be incorporated into the glass or opaque panels. All steelwork is hot-dip galvanised and then coated with an epoxy powder coating to prevent corrosion.

No foundations are necess-

ary as the shelters are easily positioned and secured. Abacus offer an installation service from assembly to site surveys but supply all assembly and erection instructions with each order. More details are available from Abacus Municipal Ltd, Sutton in Ashfield, Notts, NG17 5FT. Telephone 0623-511111.

Twin pump fuel drainer

New legislation released under the Safety At Work Act dictates that 'safe' methods of fuel retrieval be adopted. Baelz Equipment has updated all its range of fuel transfer systems to comply with this and has introduced a new model capable of holding two separate fuels.

The Dual-Fuel tank drainer consists of two tank units, each capable of holding 30 gallons of petrol, diesel, TVO or paraffin. Both tanks are equipped with pumps and transfer piping and incorporate all relevant safety protection. This includes an anti-flash device, earthing straps, braked non-spark wheels and castors, contents sight gauge, shut off valve and anti-theft locking facility.

Four models are available with 10, 30 or 60 gallon capacity and there is an air operated system that can hold 20 gallons. Each unit is self contained and can be operated by one man. Transfer rates are approximately 10 gallons per minute. Further information is available from Baelz Equipment Ltd, St Paul's Trading

Estate, Huddersfield Road, Copley, Stalybridge, Cheshire, SK15 2QF. Telephone 061-303-7394.



The twin fuel retrieval system from Baelz Equipment.

Hoppecke Scottish distributor

Gordon Mackay Components of Glasgow have been appointed as distributors for Hoppecke batteries in Central Scotland. The company will supply a range of the German built batteries to retail outlets including automotive factors, fast-fit centres and industrial plant users.

Cut-down Coach-manager for smaller operators

Coach Manager Systems Ltd, a subsidiary of Distinctive Systems, has released a computerised booking system for private hire and contract work. It is a simplified version of the parent company's booking system and is aimed at smaller operators with up to ten vehicles. This is reflected in the cost of the package which is offered at £695.

The Coach Manager package runs on any IBM compatible desktop computer but requires a hard disk. It handles booking administration, produces written quotations, confirmation letters, work tickets and invoices. Additionally, it has diary facilities and can produce daily orders and give a wide range of financial reports.

The system can also be linked to Sage Sterling accounts packages, for an additional £50, which increases its flexibility to give overall financial reports. It can be ordered as an evaluation kit for one month, to operators already owning a computer, at a cost of £50 which is refundable against a future purchase. The kit includes stationery and a manual.

For operators who do not have their own computer, Coach Manager Systems are offering the booking system installed on an Epson EL2 286 desktop PC with 20 Mb hard disk, monochrome monitor and Epson LX 850 printer for £1,795 including delivery. For a further £1000 they will supply a colour monitor and faster printer along with Sage Sterling Accountant (sales, purchase and nominal ledgers), the Coach Manager Sage link and Autoroute IV.

More details are available from Coach Manager Systems Ltd, 14 Clifton Moor Business Village, James Nicholson Link, York, YO3 4XG. Telephone 0904-690810.

Auxillary transfer pumps

A range of eight transfer pumps, suitable for many types of application are being marketed by Atkinson Equipment. All have been up-rated and can be hand operated or powered by 12 volt DC or 240 volt 50 Hz systems.

Primarily designed for fuel or lubricant transfer, the pumps are claimed to be equally suitable for any non-corrosive liquids including anti-freeze. They fit onto all 40 gallon drums and can be supplied with re-settable flow meters or can be tank mounted for dispensing bulk fuel. The flow rates vary between models but are generally from 10 to 12 gallons per minute. Further technical information or general details are available from Atkinson Equipment Ltd, Moat Works, Moat Road, West Wilts Trading Estate, Westbury, Wilts. BA13 4JF. Telephone 0373-822220.

Minibus Fleet Additions



Britannia's new baby

This 21 seat Caetano Optimo GL has been supplied to Britannia International Travel of Telford by Salvador Caetano UK. Other features include a courier seat, plug type entrance door, radio/PA/cassette system, tinted glazing, reading lights, forced air ventilation and full soft trim.



Travellers trip

Tony Grayson of Travellers Coach Company is seen here in the photograph accepting delivery of three new vehicles from Tony Harvey of Yeates Bus & Coach. They are Toyota Optimo IIs with 19 seats, soft trim, radio/PA/cassette systems and coffee machines.



Munro's new M2M Transit

Munro's Minibus Hire of Uddington has taken delivery of this Ford Transit 190 ELWB with power steering and air suspension. The minibus is equipped with a power operated entrance door, 20 Kustombilt Capri seats, full soft trim, lift-up roof vents, electric intake/extract unit, saloon heater, radio/cassette system, curtains, tinted windows, full length parcel racks with driver's locker and stainless steel wheeltrims. It was supplied by Made to Measure.



Bell buys Europa

George Bell Travel of Sunderland have taken delivery of this Mercedes-Benz 609D minibus conversion from Europa. Converted to stage carriage specification, it has 19 Lazzerini seats and can accommodate a further seven standee passengers.



Pair for Park Avenue

Castleford based Park Avenue Minicoaches have purchased a pair of Mercedes vehicles from Europa. The largest, an 811D, is fitted with 23 coach seats and has Europa's gigantic boot option. Other features include forced air ventilation, individual reading lights, show curtains and audio/PA system. The other vehicle is a 308D minicoach with 12 seats. They were supplied through Tramontana of Motherwell.



Reeve Burgess for Docherty

A Reeve Burgess conversion of a Mercedes-Benz 609D has been supplied to T&E Docherty of Irvine, Ayeshire, by Yeates Bus & Coach. The minibus is fitted with 23 seats, luggage racks, Bristol dome and a radio/PA/cassette system.

Fleet Additions



Dodsworth duo

Dodsworth Coaches of Boroughbridge have taken delivery of a pair of Plaxton Paramount 3500 bodied Volvo B10Ms. They are equipped to three star specification and include 49 reclining seats, demountable toilets, drivers bunks, hot drinks dispensers and video installations. Both vehicles are currently under contract to Wallace Arnold on continental tours and were supplied by Yeates Bus & Coach.



Five DAF/Plaxtons for Ulster Tours

Belfast based Ulster Tours repeated last year's order for five coaches which were delivered recently. They are Plaxton Paramount 3500s on DAF MB230 chassis supplied direct through Plaxton Coach & Bus. Two are built to executive specification with 49 reclining seats, rear sunken toilets and video installations. The other three are finished to two star specification and feature 53 reclining seats. They are all finished in white with two tone blue reliefs and will be used on the company's own UK and holiday programme.

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53 seats, Telma Retarder, pod, Bristol Dome, autolube, MoT April 92, recently re-panelled and re-painted.

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MoT Nov 91, 45 seats, autolube, Bristol Dome.

Tel: 04884 438 or 0488 57107 evenings
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BEDFORD LASER TURBO 1985. 53 seats, excellent condition, taxed May 1992, air door. £23,000 + VAT. **BURE VALLEY COACHES, BUXTON, NORFOLK 279215.**
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1979 (V) BEDFORD YMT, Plaxton Supreme V Express, 53 seats, exterior white, interior red, MoT, £5,950 + VAT, Tel: (0530) 32399
116/851/BED

1978 S REG BEDFORD YMT SUPREME, 53 good seats, new floor powerdoor, tested 12/91, £3,500 plus VAT. Tel: 0892 833830 (Kent)
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117/876/FO

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117/863/LE

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Rotherham 0709 522422

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F Reg RENAULT TRAFIC, 11 seat minibus, side door, 5 speed, wheel chair ramp and champs, dining table, 2 rear folding seats, 46,000 miles, one owner from new, cloth interior, stereo. All finance options available £5,995 Lease for £33 per week

F (89) RENAULT TRAFIC T1400, diesel, 12 seater, long wheel base, high roof, side door, wheel chair ramps, adjustable seating, 9,000 miles, 5 speed, arm rests, sun roof, saloon heater, fully lined cloth roof, side step, Devon conversion. All finance options available £7,995 Lease for £45 per week

G REG FORD TRANSIT, 13 seat crewbus, 5 speed, cloth trim, stereo, semi-high roof, 20,000 miles, in white. All finance options available £5,495 Lease for £35 per week

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117/035/VO

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1982 X Daf Van Hool Alizee , 49 reclining seats, toilet, video, PA, cassette, hot drinks machine	£28,000 + VAT
1982 X Bedford YNT Dominant , 53 seats, air door, radio cassette, PA	£12,000 plus VAT
1981 W Bedford YMT Dominant , 53 seats, air door, radio cassette, PA	£8,500 plus VAT
1979 T Bedford YMT Dominant , 53 seats....	£6,000 plus VAT
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1986 'D' DAF MB 230 Plaxton 3500, 51 seater, toilet etc.

1985 'B' DAF MB 200 DKV Duple Caribbean II, 49 seater, toilet

1984 'B' Leyland Tiger 245 Duple Laser, 57 seater

1984 'A' Volvo B10M Van Hool Astral, 57 seater

1984 'A' Volvo B10M Jonckheere P599, 51 seater, toilet

1983 'Y' Leyland Tiger 245 Plaxton 3200 Express, 53 seater

1983 'Y' Bova Europa, 49 seater, toilet etc.

1982 'X' Volvo Van Hool Alizee, 48 seater, toilet etc.

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1980 'PP' Volvo B58 Plaxton, 50 recliners, toilet

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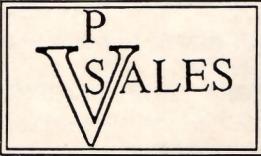
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1983	BEDFORD YNT DUPLE DOMO IV,	53	Feb 92	£11,950 + VAT
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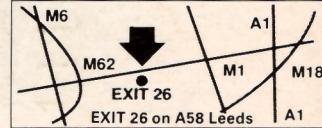
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